

Appendix A

Communities for a Better Rail Alternative Proposal

COMMUNITIES FOR A BETTER RAIL ALTERNATIVE

COALITION MEMBERS ORGANIZATIONS & BUSINESSES

Updated 10/22/01

All Saints Catholic Church
Al's Management Company
American Indian Health & Family Services
Arab Community Center for Economic and Social Services (ACCESS)
Bagley Housing Association
Bridging Communities
Clark Park Coalition
Community Network Committees
Corktown Citizens District Council
Danto Furniture
Detroit Hispanic Development Corporation
Ecology Center
E & L Supermercado
Fifty-second Street Block Club
Glennan Street Block Club
Holy Redeemer Schools
Hubbard Richard Citizen's District Council
Jeremiah Project
Matrix Theatre
Mexicantown Community Development Corporation
Michigan Environmental Council
Michigan Environmental Justice Coalition
Michigan Land Use Institute
Military Avenue Church
Most Holy Trinity Church
Patton Park Collaborative
People's Community Services
Ryan's Foods
Sierra Club, Mackinac (Michigan) Chapter.
Sierra Club, Southeast Michigan Group
Southwest Counseling and Development Services
Southwest Detroit Business Association
Southwest Detroit Environmental Vision
Southwest Housing Corporation
Springwells Community Housing and Development
Springwells Village Council
St. Stephens Catholic Church
St. Anne de Detroit

COMMUNITIES FOR A BETTER RAIL ALTERNATIVE

The Communities for a Better Rail Alternative propose an alternative development to the Michigan Department of Transportation's Detroit Intermodal Freight Terminal (DIFT). Our alternative development will improve the transportation of freight without jeopardizing the continued growth and revitalization of Southwest Detroit and Southeast Dearborn.

Our Vision for Junction Yard

Communities for a Better Rail Alternative propose that the development of the Detroit intermodal terminal be limited to the footprint of the existing rail property. The scale of the development must not be any larger than the size of the rail yard today. A greenbelt will be built within the existing rail property line to separate intermodal activity from the surrounding community. There will be no more than two access points for trucks to enter and exit the terminal. There will be one primary truck route to the terminal through industrial land. Along with infrastructure improvements for freight transportation, the design will accommodate future transit development.

Proposed Alternative Truck Routes

Communities for a Better Rail Alternative developed these proposed alternatives using the following principles as a framework:

- The Detroit Intermodal Freight Terminal will be one component of a regional intermodal system – it will not function as a consolidated regional intermodal terminal
- No incremental expansion of an intermodal terminal outside of the existing rail property line
- No loss of homes and businesses
- Air quality must be improved
- Trucks must be removed from residential streets and roadways
- Truck routes must be identified, improved and enforced.
- The community will not be further fragmented and disconnected
- Environmental impacts of any intermodal development must be fully assessed

Communities for a Better Rail Alternative propose one of the following three alternative truck routes to the terminal, each of which meets our criteria for truck access. Each of these alternatives provides access to the terminal and keeps trucks off of residential streets. In each of these alternatives, Central and Lonyo are proposed to be rebuilt above-grade for vehicle traffic only. Local traffic will then not interface with the terminal and trucks accessing the terminal will not travel on Central or Lonyo. Each alternative requires a new all-direction ramp built at Rotunda and I-94 that will be the primary access point for the western end of the terminal. Each alternative proposes the inclusion of an internal truck road built on the south side of the yard for travel between the eastern and the western ends of the terminal. Closing the Livernois entrance to non-local trucks is an option that will be further evaluated

Rail-Right-of-Way Route

Interstate 75 access

Trucks traveling northbound and southbound on I-75 would access the yard through a new truck route built within the rail right-of-way beginning at the intersection of I-75 and the rail bridge and traveling to the east end of the yard entering at Livernois. The route would continue as an internal road built on the south side of the yard and connecting to the western gate.

Interstate 94 access

Trucks would enter and exit the west end of the terminal from eastbound and westbound I-94 at Rotunda.

Miller Road Route

Interstate 75 access

Miller road would be built as a truck access route to the terminal. Trucks traveling on northbound I-75 would exit at Dearborn Street and continue north to Miller road. Trucks will enter the terminal at the west end and continue on a new internal road built within the rail right-of-way on the south end of the yard. Trucks traveling southbound on I-75 would exit at Springwells to Fort street and travel west to Miller and enter the terminal through the western gate.

Interstate 94 access

Trucks would enter and exit the west end of the terminal from eastbound and westbound I-94 at Rotunda.

Rotunda-Only Route

All trucks would access the terminal via I-94 and exit at Rotunda. Trucks would enter the terminal at the western end and continue through the yard on a new internal road built on the south side of the yard.